2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

14

Buckingham County Town of Dillwyn

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Buck	kingham	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		Deimoo Eda	ward Coun	str. Lina	1							
15	9.30	3800	F	91%	1%	3%	1%	4%	0%	С	0.093	F	0.578	3900	F	2003
15	5.46	4300	F	91%	1%	3%	14-600 1%	4%	0%	F	0.086	F	0.556	4400	F	2003
15	1.45	9400	F	From: 89%	1%	US 60 S 2%	prouses C 2%	orner 6%	0%	F	0.093	F	0.539	9600	F	2003
~~~				From:	10/		Near Dilly					_				
(15)	0.39	8800	F	89% To:	1%	2% W0	2% CL Dillwyr	6% 1	0%	F	0.091	F	0.501	8900	F	2003
Town of Dillwyn				E		W	W D'II									
(15)	1.10	8800	N	89%	1%	2%	CL Dillwyr 2%	6%	0%	N	0.091	N	0.501	8900	N	2003
				To:		EC	L Dillwyn	1								
Buckingham County				From:		FC	L Dillwyn	1								
(15)	6.39	4700	G	89%	1%	2%	2%	6%	0%	F	NA			4600	G	2003
<u>~</u>				To: From:			14-622									
15	5.44	4000	F	89%	1%	2%	2%	6%	0%	С	0.087	F	0.549	4100	F	2003
15	3.03	4300	F	From: 89%	1%	2%	14-715 <b>2%</b>	6%	0%	F	0.081	F	0.552	4400	F	2003
<del></del>				To: From:			na County									
20	2.56	3700	F	93%	1%	3%	Near Dilly 1%	2%	0%	F	0.094	F	0.527	3800	F	2003
20	7.99	2700	F	From: 93%	1%	3%	14-631 1%	2%	0%	С	0.093	F	0.547	2800	F	2003
20	8.50	3400	F	From: 93%	0%	2%	14-655 <b>3%</b>	2%	0%	С	0.091	F	0.684	3500	F	2003
				To:		Albema	rle County	Line								
24	8.71	1400	F	From: 86%	1%	Appomat 5%	tox Count	y Line 7%	0%	F	0.090	F	0.509	1400	F	2003
24	0.7 1	1400		To:	170		60 Mt Rus		070		0.000	<u>'</u>	0.000	1400		2000
				From:			n County I									
56	2.65	280	F	82%	0%	7%	3%	7%	0%	С	0.098	F		290	F	2003
	7.82	1400	_	From:	0%		14-604 3%	70/	00/		0.000			1400	F	2002
56	1.02	1400	F	82% To:	U%	7% US 60 I	Dentons Co	7% orner	0%	F	0.098	F		1400	Г	2003
				From:		Appomat	tox Count	y Line								
60	9.37	860	F	79%	1%	4%	3%	14%	0%	F	0.090	F	0.505	870	F	2003
	2.02	2700		From:	10/		Mount R		00/	С	0.000		0.636	2700		2002
60	2.02	2700	F	79%	1%	4%	3%	14%	0%	C	0.082	F	0.636	2700	F	2003
60	1.75	3800	F	79%	1%	4%	Dentons Co 3%	14%	0%	F	0.081	F	0.564	3800	F	2003
60	4.03	4800	F	To: From: 79%	1%	14-633 I	Buckinghar 3%	m CH 14%	0%	F	0.083	F	0.534	4900	F	2003
				To: From:		US 15 S	Sprouses C	orner								
60	8.38	2200	F	88% To:	1%	3%	1% and Count	6%	0%	С	0.086	F	0.526	2200	F	2003
				From:	Cu			ne; 14-633								
600	1.95	620	R	т							NA			NA		03/10/2003
600	2.55	240	F	From: 84%	1%	6%	14-654 <b>2%</b>	7%	0%	F	0.088	F	0.527	250	F	2003
600	2.17	390	F	From: 84%	1%	6%	14-712 <b>2%</b>	7%	0%	С	0.094	F	0.595	400	F	2003
				To:		US	15 NORTI	Н								

					Buck	ingham	Maintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		US 1	15 NORTH	ſ	1							
(600)	0.50	40	R								NA			NA		03/25/2003
				To:			15 SOUTH	[								
	4.42	200	F	93%	2%	2%	14-602 1%	1%	0%	F	0.112	F	0.581	200	F	2003
(601)	4.42	200	г	9370	Z 70			170	070	Г	0.112	Г	0.561	200	Г	2003
(601)	0.95	340	F	From: 93%	2%	2%	14-655 1%	1%	0%	F	0.109	F	0.622	340	F	2003
601)	0.00		-	To:			14-737	.,,			01.00	•	0.022	0.0		
601)	2.15	250	F	93%	2%	2%	1%	1%	0%	С	0.097	F	0.542	250	F	2003
				To		2.15	MN 14-73	7								
601)	1.29	210	F	93%	2%	2%	1%	1%	0%	F	0.096	F	0.6	210	F	2003
				To:			14-604									
$\bigcirc$				From:			SR 56									
602	2.77	590	F	89%	2%	3%	1%	5%	0%	С	0.089	F	0.673	600	F	2003
	F 60	400		From:	20/		14-601	E0/	00/		0.11		0.667	410		2002
602	5.62	400	F	89%	2%	3%	1%	5%	0%	F	0.11	F	0.667	410	F	2003
	2.35	480	F	From: 89%	2%	3%	14-655 1%	5%	0%	F	0.103	F	0.505	490	F	2003
602	2.00	400	•	03 70	2 /0			J /0	0 70	'	0.103	'	0.505	430	'	2003
(00)	3.87	320	R	From:			14-627				NA			NA		04/01/2003
602	0.07	020		To:		Nelson	County Li	ine			147 (			14/1		04/01/2000
				From:		D	ead End									
(603)	0.65	30	R								NA			NA		03/03/2003
				To:			14-636									
	0.55	400	_	From:			US 60				N1.0			NIA		0.4/0.4/0.000
604	3.55	400	R								NA			NA		04/01/2003
	2.51	330	F	From: 83%	2%	2%	14-606 5%	8%	0%	С	0.116	F	0.59	330	F	2003
604)	2.51	330	Г	To:	2 /0		56 SOUTH		0 70	C	0.110	'	0.59	330	,	2003
$\bigcirc$				From:			6 NORTH									
604)	4.77	200	R								NA			NA		04/01/2003
	0.74	450		From:			14-601									0.4/0.4/0.00
604)	0.74	150	R	To:			14-693				NA			NA		04/01/2003
				From:			tox County	Line	1							
(605)	6.35	120	R	<u> </u>		Арропас	tox County	Line			NA			NA		03/07/2000
				To			14-606									
(605)	2.10	30	R	From:							NA			NA		04/01/2003
				To:		D	ead End									
$\bigcirc$				From:			14-604									
606	6.60	30	R	_							NA			NA		04/01/2003
	4.00	40		From:			14-605				A I A			NIA		02/07/000
606)	1.60	40	R	To:		D	ead End				NA			NA		03/07/2000
				From:			60 WEST		1							
607)	3.90	20	R			0.5	00 WEST				NA			NA		04/01/2003
				To			14-604									
(607)	2.70	110	R	From:			24.				NA			NA		03/21/2000
				To: From:			14-662		1							
(607)	2.65	240	R	rioid.							NA			NA		03/21/2000
				To:			60 EAST									
$\bigcirc$	4.10		_	From:	]	Prince Edv	ward Count	y Line						<b>.</b>		00/44/225
608	4.18	260	R	To		1/1 /	36 WEST				NA			NA		03/14/2000
				11		14-0	JU WEST									

Route	Lenath	AADT	QA	4Tir			Tru	ıck		- QC	K	QK	Dir	AAWDT	QW	Year
Buckingham County	_0g				2 2 4 5	2Axle	3+Axle	1Trail	2Trail	40	Factor	Ψ	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	٠	. 54.
	1.77	30	R	From:		14-	636 EAST				NA			NA		03/05/2003
(608)	1.77	30		To:			14-635				INA			INA		03/03/2003
				From:		Prince Edv	ward County	y Line								
609	0.70	140	R								NA			NA		03/05/2003
	2 00	150		From:			14-725				NIA			NIA		02/05/2002
609	3.80	150	R	To:		14-6	36 WEST				NA			NA		03/05/2003
$\bigcirc$	0.70	242	_	From:		14-	636 EAST									00/05/0000
609	6.72	210	R	To:			US 15				NA			NA		03/25/2003
				From:			14-729		1							
610	1.30	70	R	-							NA			NA		04/15/2003
				From:			14-676									
610	2.09	310	R	_							NA			NA		04/15/2003
	3.70	510	F	From: 91%	2%		US 15 1%	2%	0%	С	0.108	F	0.5	520	F	2003
610	3.70	310	-	JI/	2.70		14-718	2 /0	0 70	C	0.100	•	0.5	520		2003
610	2.65	570	F	From: 91%	2%	4%	1%	2%	0%	F	0.122	F	0.577	580	F	2003
				To:			14-670									
610	2.60	550	F	91%		4%	1%	2%	0%	F	0.097	F	0.621	560	F	2003
<u> </u>				To:	24	l-609; Cum	berland Co	inty Line								
	3.45	150	R	From:			14-671				NA			NA		04/15/2003
611)	3.43	130	K	To			14-652		1		INA			INA		04/13/2003
				From:		Appomat	tox County	Line								
612	2.39	160	R								NA			NA		03/14/2000
				To: From:			636 WEST 636 EAST									
612	2.40	40	R	_							NA			NA		03/03/2003
				To:			14-640									
612	1.90	70	R	From:			14-622				NA			NA		03/25/2003
613)	1.00		.``	To			14-696									00/20/2000
(613)	1.20	60	R	From:			14-070				NA			NA		03/25/2003
				To:			14-717									
613)	0.30	70	R								NA			NA		03/25/2003
				From:			14-694									
613)	1.90	50	R	To:		Cumberla	and County	Line			NA			NA		03/25/2003
				From:			tox County									
614)	1.60	40	R	_							NA			NA		03/03/2003
				To:			14-636									
	0.94	170	R	From:		Appomat	tox County	Line			NA			NA		03/21/2000
615)	0.94	170	K	To:		0.04	ME OF O				INA			INA		03/21/2000
615)	2.06	70	R	From:		0.94	ME OF CL	·			NA			NA		03/21/2000
				To			US 60									
$\bigcirc$	2.52	00	_	From:		D	ead End				NIA					04/04/0000
616)	0.50	20	R	To:			14-659		1		NA			NA		04/01/2003
				From:			14-649		<u>_</u>							
617)	3.20	80	R	_							NA			NA		04/23/2003
				To:			SR 20									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	_ AAWDT (	QW Year
Buckingham County				From:	SR 20	<del> </del>			
617)	0.85	200	R		DIV 20	NA		NA	04/23/2003
				To: From:	0.85 ME SR 20	<b></b>			
617)	0.72	190	R			NA •		NA	04/23/2003
617)	2.54	100	R	From:	14-682	NA		NA	04/23/2003
				To:	2.54 ME 14-682				
617)	0.06	160	R			NA		NA	04/23/2003
	2.00	420		From:	14-676	) NA		NIA	05/40/000
617)	2.00	430	R	To:	US 15 SOUTH	NA ]		NA	05/16/2000
	1.90	460	R	From:	US 15 NORTH	NA		NA	05/16/2000
617)	1.90	400	ĸ	To:	14.600	INA L		NA	05/10/2000
617)	2.05	320	R	From:	14-668	NA		NA	05/16/2000
				To- From:	14-666	<b></b>			
617	2.40	300	R	To:	0 1 1 10 11	NA		NA	05/16/2000
				From:	Cumberland County Line 14-602				
618)	0.60	20	R		11 002	NA		NA	04/01/2003
				To:	Dead End				
610	1.30	50	R	From:	Dead End	NA NA		NA	03/05/2003
<u>(619)</u>				To:	14-636				
$\bigcirc$				From:	Dead End				
620	0.99	50	R	To:	US 15	NA I		NA	03/05/2003
				From:	US 15; 14-775				
621)	2.02	360	R			NA		NA	10/23/2000
				From:	2.02 ME US 15	<del></del>			
621)	1.01	250	R	To:	14-600	NA I		NA	10/23/2000
				From:	Cumberland County Line				
622	2.32	320	R			NA		NA	05/09/2000
	0.00			From:	14-613	0 0440	F 0.004	500	
622	3.90	570	F	88% To:	2% 6% 2% 2% 0% US 15 NORTH	C 0.112	F 0.661	580	F 2003
	1.01	270	-	From:	US 15 SOUTH	F 0.142	F 0.616	200	Г 2002
622	1.81	270	F	88% To:	2% 6% 2% 2% 0% 14-676 NORTH	F 0.142	F 0.616	280	F 2003
	1.35	70	R	From:	14-676 SOUTH	NA		NA	04/29/2003
622	1.55	70	K	To:	14 720	INA L		INA	04/29/2003
622	4.13	50	R	From:	14-729	NA		NA	04/15/2003
				To: From:	14-651				
622	0.50	130	R			NA		NA	04/15/2003
	2.40	260	R	From:	14-671	NIA.		NA	05/00/2020
622	2.10	360		To:	SR 20; 14-655	NA 		INA	05/09/2000
				From:	14-600				
623	1.15	260	R			NA		NA	03/10/2003
_	1 60	420	В	To: From:	14-792	NIA.		NIA	02/40/2005
623	1.60	420	R	To:	1.60 M FRM 14-792	NA I		NA	03/10/2003

					Buoi	angnam wamena	11007111	cu							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		1.60 M FRM 14-7	02	i							
623)	0.60	460	F	94%	1%	2% 1%	2%	0%	С	0.113	F	0.577	460	F	2003
029				To		14-632									
				From:		14-626									
624)	0.70	80	R	т.,		B 15 1				NA			NA		03/10/2003
				From:		Dead End									
625)	0.70	10	R	r rom.		14-695				NA			NA		04/01/2003
023				To: Alt	emarle (	County Line, James Ri	ver, Hatt	on Ferry							
				From:		Dead End									
626	0.40	20	R							NA			NA		03/10/2003
				To: From:		US 60		-							
626	0.57	220	R							NA			NA		09/18/2000
				From:		14-624		ŀ							
626	1.00	190	R							NA			NA		09/18/2000
				From:		1.00 MN 14-624									
626	1.70	90	R	To:		14-650		1		NA			NA		03/10/2003
				From:		14-602									
627	4.10	390	R			14-002				NA			NA		04/11/2000
627)				To		14-678									
627)	0.10	100	R	From:		14-078				NA			NA		04/11/2000
021)				To:		0.10 MN 14-678	!	1.							
627) 627)	1.30	30	R	From:		0.10 WIN 14-070				NA			NA		04/01/2003
				To:		Albemarle County I	ine								
				From:		14-632									
628	1.60	70	R							NA			NA		09/18/2000
				To: From:		US 60									
628	3.91	230	R	. —						NA			NA		09/18/2000
				To:		14-650									
	3.09	410	F	99%	1%	US 60 0% 0%	0%	0%	F	0.126	F	0.628	420	F	2003
629	3.09	410	•	To:	1 /0	SCL DILLWYN		0 70	'	0.120	'	0.020	420	'	2003
Town of Dillwyn				•				-							
				From:		SCL DILLWYN									
(629)	0.41	470	F	99% To:	1%	0% 0%	0%	0%	С	0.12	F	0.589	480	F	2003
B 11 1 C 1						US 15									
Buckingham County				From:		US 15		I							
(630)	2.20	40	R							NA			NA		03/10/2003
				To:		US 60									
	0.00	200	_	From:		US 15				NIA			NIA		04/00/0000
(631)	6.09	380	R							NA			NA		04/29/2003
	1.30	780	R	From:		SR 20				NA			NA		03/04/2003
631)	1.50	700	K	. —						INA			INA		03/04/2003
	2.85	380	R	From:		14-665				NA			NA		03/04/2003
(631)	2.00	000	11	To:		110.00		<del></del>		14/7			INA		30/0-1/2000
(631)	0.80	140	R	From:		US 60				NA			NA		03/04/2003
631)				To:		14-633				, .					
				From:		Cumberland County	Line								
632	0.75	160	R							NA			NA		03/10/2003
				To: From:		14-654		<u> </u>							
632	2.75	490	R							NA			NA		03/10/2003
				To:		14-623									

Route	l enath	AADT	QA	4Tire	Bus	Tr			QC	K	QK	Dir	AAWDT	QW	Year
Buckingham County						2Axle 3+Axle	1Trail	2Trail		Factor	٠, ۱,	Factor			
	0.40	040	_	From:	00/	14-623	00/	00/	_	0.000	_	0.504	000	_	0000
(632)	0.10	840	F	93%	0%	2% 2%	3%	0%	С	0.099	F	0.524	860	F	2003
632	3.10	1000	R	From:		US 60				NA			NA		03/10/2003
002				To		14-650									
$\bigcirc$				From:	Cu	mberland County Lir	ie; 14-600								
633	3.85	310	R							NA			NA		05/22/2000
	2.65	170	R	From:		14-635		-		NA			NA		05/22/2000
633	2.00	170	K	т.,		14.600		-		INA			INA		05/22/2000
633	1.39	120	R	From:		14-609				NA			NA		05/22/2000
(000)				To		1.39 MW 14-60	19								
633)	0.61	140	R	From:		1.57 WW 14-00				NA			NA		05/22/2000
				To:		14-707									
633)	1.05	150	R	rioni.						NA			NA		05/22/2000
				To: From:		14-774		-							
633	1.60	130	R							NA			NA		05/22/2000
				From:		14-640		-							
633	0.03	230	R							NA			NA		05/22/2000
	4.50	400	_	From:		14-639		-		NIA			NIA		05/00/0000
633)	1.50	160	R							NA			NA		05/22/2000
	0.80	220	R	From:		1.50 MN 14-63	9			NA			NA		05/22/2000
(633) (633)	0.00	220	K	т.,						INA			INA		03/22/2000
(622)	2.20	310	R	From:		14-665				NA			NA		05/22/2000
(033)				To:		US 60 EAST									00/11/1000
	0.40	400		From:		US 60 MID				NIA			NIA		05/00/0000
633)	0.10	160	R	To:		US 60 WEST				NA			NA		05/22/2000
				From:		Cumberland County	Line								
(634)	0.62	370	R							NA			NA		03/10/2003
				To:		14-654									
$\bigcirc$	4.45	40	-	From:		14-609				NIA			NIA		00/00/0000
635)	1.15	40	R							NA			NA		03/28/2000
<u> </u>	1.25	60	R	From:		14-730				NA			NA		03/28/2000
635)	1.25	00	IX.	To:		14.600				INA			INA		03/20/2000
635)	1.90	210	R	From:		14-608				NA			NA		03/28/2000
000				To:		14-633									
				From:		US 60									
636)	4.10	60	R							NA			NA		03/03/2003
				From:		14-697		-							00/00/000
(636)	2.80	30	R	To:		SR 24 WEST				NA			NA		03/03/2003
(636) (636)				From:		SR 24 WEST SR 24 EAST									
(636)	3.40	250	F	95%	0%	2% 0%	2%	0%	F	0.112	F	0.6	260	F	2003
				From:		14-640 EAST									
636)	2.00	220	F	95%	0%	2% 0%	2%	0%	F	0.103	F	0.6	220	F	2003
	٥.٢٢	270		From:	00/	14-612 WEST		00/		0.405	_	0.600	270		2002
636	2.55	270	F	95%	0%	2% 0%	2%	0%	F	0.125	F	0.629	270	F	2003
636)	1.00	500	F	95%	0%	14-638 EAST 2% 0%	2%	0%	F	0.109	F	0.535	510	F	2003
(030)	1.00	550	•	To:	J /0	14-609 WEST		5 /0	'	0.100	•	0.000	010	•	2000

					Duoi		T				I/		D:-			
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14-6	509 WEST		1							
636)	2.20	610	F	95%	0%	2%	0%	2%	0%	F	0.120	F	0.558	620	F	2003
	2.60	930	F	To: From: 95%	0%	2%	14-619 0%	2%	0%	С	0.100	F	0.505	950	F	2003
636				To: From:			US 15		•							
636	3.10	270	R	To:		Cumberla	and County	Line	1		NA			NA		03/05/2003
				From:			14-638									
637)	3.70	60	R								NA			NA		03/03/2003
637)	0.20	20	R	From:			14-609				NA			NA		03/05/2003
				To:		D	ead End									
	1.50	20	R	From:		D	ead End				NA			NA		03/03/2003
638)	1.50	20	К	To:		14-6	36 WEST				INA			INA		03/03/2003
(20)	4.20	320	R	From:		14-	636 EAST				NA			NA		08/29/2000
638	4.20	320		To:			40 SOUTH				INA			IVA		00/29/2000
(639)	3.80	230	R	From:		14-6	40 NORTH				NA			NA		08/29/2000
638)	0.00		.`	To:			14-644									00/20/2000
638)	1.30	270	F	91%	2%	3%	3%	1%	0%	F	0.138	F	0.627	280	F	2003
				From:	201		14-790	10/			0.400					
638)	1.46	380	F	91% To:	2%	3%	3% US 60	1%	0%	С	0.108	F	0.539	390	F	2003
				From:			33 SOUTH									
639	1.04	60	R								NA			NA		05/22/2000
	1.96	30	R	From:		1.04	MN 14-633	3			NA			NA		05/22/2000
639	1.90	30		To:		14-6	33 NORTH				INA			IVA		03/22/2000
				From:		Appomat	tox County	Line								
640	0.95	49	R	To:		14-6	36 WEST		1		NA			NA		03/05/2003
$\bigcirc$				From:		14-	636 EAST								_	
640	4.33	130	F	92%	0%	3%	2%	3%	0%	F	0.109	F	8.0	140	F	2003
(640)	1.05	570	F	From: 92%	0%	3%	14-642 2%	3%	0%	F	0.114	F	0.761	580	F	2003
040				To: From:			38 NORTH								•	
640	3.20	550	F	92%	0%	3%	2%	3%	0%	F	0.094	F	0.845	560	F	2003
	0.40	000		From:	00/		33 SOUTH		00/		0.000	_	0.570	050	_	
640	0.10	930	F	92%	0%	3%	2%	3%	0%	С	0.093	F	0.573	950	F	2003
(640)	2.30	850	F	From: 92%	0%	3%	33 NORTH <b>2</b> %	3%	0%	F	0.077	F	0.731	870	F	2003
040				To:			US 15									
	1.40	20	_	From:			14-642				NA			NA		03/03/2003
641)	1.40	20	R	To			14-638				INA			INA		03/03/2003
				From:			14-640									
642	2.50	80	R								NA			NA		08/29/2000
	1.47	80	R	From:			14-641				NA			NA		08/29/2000
642				To			SR 24									
	A ===		_	From:		D	ead End									00/00/555
643	0.50	30	R	To			14-640				NA			NA		03/03/2003
																-

					Ducr	angnam wame	iai ice Ai	Са							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			ινι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		SR 24									
644)	3.00	60	R							NA			NA		03/03/200
				To:		14-638									
	0.45	20	R	From:		Dead End				NA			NA		04/01/200
645)	0.43	20	K	To:		14-698				INA			INA		04/01/200
				From:		SR 24									
646	2.52	170	R							NA			NA		03/03/200
				To: From:		14-691									
646)	1.70	250	R						ı	NA			NA		03/03/200
	0.80	90	R	From:		US 60				NA			NA		03/03/200
646)	0.00	30		To:		14-607				INA			INA		03/03/200
				From:		Dead End									
(647)	0.65	70	R						I	NA			NA		05/22/200
				To: From:		SR 56									
648)	2.65	150	R	From:		US 60				NA			NA		03/04/200
(048)				To		14-649									00/0 !! 200
				From:		SR 56									
649	0.80	40	R							NA			NA		03/25/200
	1.15	00		From:		0.80 ME SR 5	56			NIA			NIA		05/00/000
649	1.15	80	R						1	NA			NA		05/22/200
640	0.35	150	R	From:		14-757				NA			NA		05/22/200
649	0.00			To:		14-602 NORT									00/22/200
	1.50	210	R	From:		14-602 SOUT	Н			NA			NA		05/22/200
649	1.50	210	K	To:		14.640		1	1	INA			INA		03/22/200
649	1.80	220	R	From:		14-648				NA			NA		05/22/200
				To:		14-658									
649)	1.52	470	F	97%	0%	1% 1%	1%	0%	F	0.102	F	0.568	480	F	2003
				To: From:		14-795									
649	0.80	510	F	97%	0%	1% 1%	1%	0%	F	0.094	F	0.531	520	F	2003
				From:		14-617			_		_				
(649)	0.60	560	F	97% To:	0%	1% 1% SR 20	1%	0%	С	0.099	F	0.574	570	F	2003
				From:		US 15									
(650)	1.90	2100	F	93%	1%	3% 1%	2%	0%	С	0.094	F	0.535	2100	F	2003
				To: From:		14-632									
650	1.50	1000	F	91%	1%	3% 1%	3%	0%	С	0.09	F	0.511	1000	F	2003
		e=-	_	From:		14-668								_	
650	2.20	650	F	91%	1%	3% 1%	3%	0%	F	0.098	F	0.699	660	F	2003
	1.50	290	F	From: 91%	1%	14-667 3% 1%	3%	0%	F	0.113	F	0.523	300	F	2003
650	1.50	230			1 /0		J /0	U /0		0.113		0.525			2003
(650)	1.10	240	F	From: 91%	1%	14-626 3% 1%	3%	0%	F	0.096	F	0.52	240	F	2003
000			-	To:		Cumberland Count		- , -						-	
				From:		SR 20									
651)	1.44	150	R							NA			NA		05/09/2000
	^ 75	460		To: From:		14-763				N1 A			N.I.A.		04/45/000
<b>651</b> )	0.75	110	R	To:		14-701				NA			NA		04/15/2003
						1-7-701									

Doute	Longth	AADT		4Tiro						QC	K	QK	Dir	A A)A/DT	OW	Year
Route  Buckingham County	Lengur	AADT	QА	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV	real
				From:		14	4-701									
(651)	0.80	100	R	To:		1,	4-622		1		NA			NA		04/15/2003
				From:			JS 15									
652	4.20	620	F	94%	0%	3%	1%	2%	0%	С	0.109	F	0.591	640	F	2003
				To: From:		14	4-676									
(652)	2.30	480	F	94%	0%	3%	1%	2%	0%	F	0.116	F	0.521	490	F	2003
(652) (652)	4.00	400		From:	00/		4-684	00/	00/		0.400	_	0.500	500		0000
(652)	1.00	490	F	94%	0%	3%	1%	2%	0%	F	0.129	F	0.529	500	F	2003
652	4.80	570	F	From: 94%	0%	3%	4-611 1%	2%	0%	F	0.111	F	0.685	580	F	2003
002)				To:			R 20									
$\bigcirc$				From:		14	4-602									
653	0.05	50	R								NA			NA		04/01/2003
650	2.05	20	R	From:		0.05 N	IE 14-602	2			NA			NA		04/01/2003
653	2.00	20	11	To:		1,	4-698				INA			14/4		04/01/2000
653	0.94	40	R	From:		1.	+-026				NA			NA		04/03/2003
				To: From:		0.94 N	1E 14-698	3								
653)	0.06	60	R								NA			NA		04/01/2003
				To: From:			4-627									
654)	2.40	350	R	From:		14	4-600				NA			NA		03/10/2003
654				To:		14	4-634									
654)	0.34	680	R	From:							NA			NA		03/10/2003
				To:			4-632									
(CEE)	3.10	390	F	96%	0%	2%	4-601 1%	1%	0%	F	0.108	F	0.581	400	F	2003
655)	0.10		•	To:	070		4-602	170		•	0.100		0.001	100		2000
655)	3.50	1100	F	96%	0%	2%	1%	1%	0%	F	0.097	F	0.714	1100	F	2003
				To: From:		14	4-656									
655	1.40	1100	F	96%	0%	2%	1%	1%	0%	С	0.114	F	0.711	1100	F	2003
				To: From:			D; 14-622 R 20									
(656)	2.80	250	R				K 20				NA			NA		04/15/2003
				To:		14	4-655									
$\bigcirc$	0.07		_	From:		14	4-658									0.4.4.0.400.00
657)	0.07	90	R	_							NA			NA		04/18/2000
(657)	2.73	70	R	From:		0.07 N	IN 14-65	8			NA			NA		04/15/2003
(057)		. •	•••	To:		14	4-659									0 11 10/2000
				From:		14	4-649									
658	3.21	340	R								NA			NA		04/04/2000
	1.70	230	R	From:		14-659	NORTH	I			NA			NA		04/04/2000
658	1.70	230	r <b>t</b>	To:		14-60	2 SOUTH	[			INA			INA		UT/UT/2000
	1.00	<b>50</b>	_	From:			2 NORTH				NI A			NIA		04/04/0000
658)	1.30	50	R	To:		14	4-655				NA			NA		04/01/2003
				From:			4-602									
659)	0.50	50	R								NA			NA		04/18/2000
				To: From:		0.50 N	IE 14-602	2	ŀ							
659	0.70	70	R	To:		1 20 3	IE 14-602	,			NA			NA		04/18/2000
-						1.20 N	1E 14-602	۷.								

Route	Length	AADT	QA	4Tire	Bus   2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT QW	Year
Buckingham County				From:	1.20 ME 14-602				
(659)	0.76	100	R			NA		NA	04/18/2000
				To: From:	14-658 SOUTH 14-658 NORTH				
659	1.11	190	R	<u> </u>	1 <del>1-</del> 036 NOKIII	NA		NA	04/18/2000
				To: From:	14-616				
659	0.30	140	R			NA		NA	04/18/2000
				From:	0.30 ME 14-616				
659	0.36	170	R			NA		NA	04/18/2000
	0.60	250	R	From:	14-735	NA		NA	04/18/2000
659	0.00	250	K	To:	11.653	INA		INA	04/10/2000
659	2.00	340	R	From:	14-657	NA		NA	04/18/2000
(009)				To:	SR 20				
				From:	SR 56				
660	3.98	200	R	To:	14 (01	NA		NA	04/01/2003
				From:	14-601 14-607				
661)	1.54	30	R		14-00/	NA		NA	04/01/2003
001)				To:	1.54 MN 14-607				
(661)	0.36	120	R	From:	1.51111(11.00)	NA		NA	04/18/2000
				To:	14-663				
661	2.30	130	R	rioni.		NA		NA	04/18/2000
				To:	14-662				
	0.81	70	R	From:	14-607	NA		NA	04/15/2003
662	0.01	70	K			INA		INA	04/15/2003
	3.40	49	R	From:	0.81 MN 14-607	NA		NA	04/15/2003
662	0.10		• • • • • • • • • • • • • • • • • • • •	To:	14-661				0 11 10/2000
(662)	0.60	170	R	From:	14-001	NA		NA	03/21/2000
				To:	SR 56				
$\sim$				From:	14-661				
(663)	1.30	60	R			NA		NA	03/25/2003
$\bigcirc$	4.54	220		From:	SR 56	NIA		NIA	02/24/2000
(663)	1.54	330	R	_		NA		NA	03/21/2000
600	0.91	150	R	From:	1.54 MN SR 56	NA		NA	03/21/2000
(663)	0.51	100		To:	14-660	IVA		TV/	03/21/2000
				From:	14-660				
664	2.90	10	R		_	NA		NA	04/01/2003
				From:	14-737				
664)	1.30	40	R	т	11.601	NA		NA	04/01/2003
				To: From:	14-604				
665)	1.38	350	R	r toni.	14-633	NA		NA	03/04/2003
(003)				To:	US 60				
(665)	0.12	720	R	From	05 00	NA		NA	05/22/2000
				To:	14-690				
665)	0.20	500	R	From:		NA		NA	03/04/2003
				To: From:	14-799				
665	0.25	270	R			NA		NA	05/22/2000
				From:	0.25 MN 14-799				
665)	1.90	210	R	To:	14.631	NA		NA	05/22/2000
				10	14-631				

Devite		4457		4.7.		Tr			- 00	K	017	Dir	A A14/5=	0141	
Route	Length	AADT	QA	4 l ire	Bus	2Axle 3+Axle			()('	Factor	QK	Factor	AAWDT	QW	Year
Buckingham County				From:		14-617									
666	0.05	340	R							NA			NA		05/16/200
	1.65	110	R	From:		14-755				NA			NA		03/11/200
666	1.00	110	ĸ	To:		14-622		1		INA			NA		03/11/200
_				From:		14-650									
667	3.50	160	R	To:		14.615				NA			NA		03/10/200
				From:		14-617		l							
668	0.60	40	R			Dead End				NA			NA		03/10/200
				To: From:		14-650									
668)	3.51	220	R	To:		14-617				NA			NA		07/24/200
				From:		Dead End									
669	0.60	46	R	<u> </u>		Dead End				NA			NA		04/29/20
				To		US 15									
669)	1.00	170	R	From:						NA			NA		07/17/200
<u> </u>				To: From:		14-732									
669 669	0.12	80	R							NA			NA		07/17/200
				From:		0.12 ME 14-73	2								
669	1.08	80	R	To:		14-668		1		NA			NA		07/17/200
				From:		14-610		 T							
670	4.68	670	F	95%	1%	3% 0%	1%	0%	С	0.088	F	0.579	690	F	2003
				To:		US 15									
$\overline{}$				From:		14-622									
671)	1.10	150	R							NA			NA		04/15/200
	2.05	160	R	From:		14-721				NA			NA		04/15/20
671)	2.05	160	ĸ							INA			INA		04/15/200
671)	1.67	240	R	From:		14-611				NA			NA		05/02/200
071)				To:		14-677									00,02,20
671)	3.35	520	R	From:		14-077				NA			NA		05/02/200
				To:		US 15									
$\bigcirc$	0.00			From:		14-670									00/04/00
672	2.06	900	R							NA			NA		03/04/200
	0.04	350	R	From:		US 15				NA			NA		03/04/200
672)	0.04	330	K	To:		14-796 NORTI	Н			INA			INA		03/04/200
$\bigcirc$	4.40	20	-	From:		14-796 SOUTI	I			N1.0			NIA		00/04/00/
672	1.40	90	R	To:		14-675				NA			NA		03/04/200
				From:		Dead End									
673	0.30	150	R							NA			NA		04/15/200
				To-		14-676		F							
673	0.30	330	R							NA			NA		07/06/200
				To: From:		14-685		<u> </u>							
673)	0.40	50	R							NA			NA		04/15/200
	0.00		_	From:		14-675				N1.0					04/45/25
673)	0.20	40	R	To:		Dead End				NA			NA		04/15/200
				From:		14-683		<u> </u>							
674)	0.37	10	R	<u> </u>		17-003				NA			NA		03/25/200
				To:		Dead End									

					Duck	ıngnam wamten				17		D:			
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14-715		1							
675)	0.45	980	F	91%	1%	3% 4%	1%	0%	С	0.113	F	0.592	1000	F	2003
675)	0.70	640	F	From: 91%	1%	14-672 3% 4%	1%	0%	F	0.106	F	0.591	650	F	2003
				To: From:		14-685									
675)	0.47	90	R	To		0.47 MN 14-68	05			NA			NA		04/15/2003
675)	0.51	50	R	From:			55			NA			NA		04/15/2003
				To:		14-673 14-617									
676	2.00	80	R	<u> </u>		14-017				NA			NA		04/29/2003
676	1.20	120	R	From:		14-622 SOUT	Н			NA			NA		06/27/2000
				To: From:		14-610		-							
676)	0.70	130	R	т						NA			NA		04/15/2003
676	0.40	110	R	From:		14-726				NA			NA		04/29/2003
				From:		14-677									0.110010000
676	1.40	70	R	To-		14-671				NA			NA		04/29/2003
676	1.20	200	R	From:		14-0/1				NA			NA		04/15/2003
	1.00	210	R	From:		14-733				NA			NA		04/15/2003
676)				To-		14-673		-							
676	2.30	100	R	To:		14-652				NA			NA		04/15/2003
				From:		14-676									
677	1.80	120	R							NA			NA		06/27/2000
(677)	1.35	90	R	From:		14-671		<u> </u>		NA			NA		04/15/2003
				To:		Dead End									
(678)	1.35	420	F	96%	1%	SR 20 2% 1%	0%	0%	С	0.099	F	0.8	430	F	2003
676)	1.00			To: From:	170	14-695	070			0.000		0.0	400		
678	2.49	480	R							NA			NA		04/01/2003
(678)	0.30	290	R	From:		14-723		•		NA			NA		04/01/2003
0.0				To:		14-627									
	1.10	110	R	From:		14-652				NA			NA		04/15/2003
679	1.10	110	- 1	To		14-784				INA			INA		04/13/2003
(679)	2.84	80	R	From:		14-704				NA			NA		04/15/2003
	0.10	440		To: From:		2.84 MN 14-78	84								0.4.4.5.10000
679)	0.16	140	R	To:		SR 20				NA			NA		04/15/2003
				From:		US 15									
680	0.30	170	R	To:		Dead End				NA			NA		03/25/2003
				From:		14-636									
(681)	0.50	10	R	To:						NA			NA		03/05/2003
				From:		Dead End 14-631		<u> </u>							
(682)	0.65	180	R	<u> </u>						NA			NA		07/17/2000
				To:		14-764									

					Buck	kingnam Mainten									
Route	Length	AADT	QA	4Tire	Bus	Tr			OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County								-							
	0.45	170	R	From:		14-764				NA			NA		04/23/20
682	0.45	170	K	To:		14-617				INA			INA		04/23/20
				From:		14-608		1							
683	2.40	280	R	<u> </u>		1.000				NA			NA		07/24/20
				To:		US 15 NORTH									
	1.50	70	R	From:		US 15 SOUTH	1			NA			NA		03/25/20
683	1.50	70	1	та:		11.671				INA			11/5		03/23/20
693	1.10	10	R	From:		14-674				NA			NA		03/25/20
683			•••	To:		Dead End									00/20/20
				From:		Dead End		Ī							
684)	1.00	30	R							NA			NA		04/15/20
<u> </u>				To:		14-652									
	0.05		_	From:	40/	14-675	00/	00/		0.000	_	0.540	400	_	0000
685	0.65	390	F	95% To:	1%	1% 3% 14-673	0%	0%	С	0.093	F	0.543	400	F	2003
				From:		Dead End		1							
686	1.00	80	R	<u> </u>		Dead End				NA			NA		10/23/20
000				To:		US 15									
				From:		14-670									
687	0.30	90	R							NA			NA		03/04/20
				To:		Dead End									
	0.40	200	_	From:	00/	US 15	40/	00/	_	0.400	_	0.004	070	_	2002
688	0.10	360	F	90% To:	0%	4% 1% 14-670	4%	0%	С	0.106	F	0.684	370	F	2003
				From:		US 15 SOUTH	1								
689	0.45	70	R	<u>                                     </u>		03 13 300 11	1			NA			NA		03/05/20
				To:		US 15 NORTH	1								
689	0.60	130	R	From:		05 15 NORT				NA			NA		03/05/20
				To:		Dead End									
				From:		US 60 WEST	1								
690	0.47	40	R							NA			NA		03/04/20
				From:		US 60 MIDDL	E								
690	0.40	460	R							NA			NA		03/04/20
				From:		14-665									
690	1.05	980	R	To:		HIG CO E A CE				NA			NA		03/04/20
						US 60 EAST									
	0.55	140	R	From:		14-646				NA			NA		03/03/20
691	0.55	140	K							INA			INA		03/03/20
200	1.75	160	R	From:		14-753				NA			NA		03/03/20
691)	1.70	100		To:		SR 24				147 (			147.		00/00/20
				From:		US 15		Ī							
692)	0.05	90	R	1		~~ **				NA			NA		04/29/20
				To: From:		0.05 MN US 1	5								
692	0.20	40	R	rrom:						NA			NA		05/09/20
				To:		Dead End									
$\sim$				From:		Dead End									_
693)	0.80	70	R	т.		11.00				NA			NA		04/01/20
				To:		14-604	T .								
694)	0.90	50	R	From:		Cumberland County	Line			NA			NA		03/25/20
	0.50	30	11	To:		14-613				INA			INA		00120120
						1.015									

					Buckingnam Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(; (.)	K Dir AAWD Factor	T QW Year
Buckingham County				From:	14-678			
695)	3.52	540	R	<u> </u>		NA	NA	04/11/20
				To: From:	SR 20			
695)	0.45	100	R			NA	NA	04/30/20
				To:	Dead End			
(606)	1.63	40	R	r tom.	14-613	NA	NA	03/25/20
696)				To	Cumberland County Line			
				From:	14-636			
697)	1.80	20	R			NA	NA	03/03/20
				To: From:	14-815			
697)	1.20	80	R	To:	14.646	NA	NA	03/03/20
				From:	14-646			
(600)	0.05	60	R	FIOIII.	14-627	NA	NA	04/11/20
698)	0.00			To	0.05 NO.14 (27	147	101	0-7/17/20
608	1.45	40	R	From:	0.05 MN 14-627	NA	NA	04/01/20
(090)				To	14-777			
698       698	0.85	40	R	From:	14-///	NA	NA	04/01/20
000				To	14-645			
698)	0.80	40	R	From:	14-043	NA	NA	04/01/20
				To	14-653			
				From:	SR 20 SOUTH			
699	0.65	140	R			NA	NA	05/02/20
				To: From:	SR 20 NORTH			
699	0.45	50	R	т	11.01	NA	NA	03/04/20
				To:	14-631			
(700)	0.45	110	R	From:	SR 20	NA	NA	03/04/20
700	0.43	110	IX	To:	14-631	ING.	INA	03/04/20
				From:	14-651			
(701)	2.30	20	R	l-		NA	NA	04/15/20
				To:	14-622			
$\bigcirc$				From:	Dead End			
702	2.00	80	R	To:	14 655	NA	NA	04/15/20
				From:	14-655 14-796			
703)	0.75	140	F	96%	1% 2% 0% 1% 0%	C 0.122 F	0.5 140	F 2003
(703)				To:	Dead End			
				From:	14-655			
704)	0.20	710	R			NA	NA	04/29/20
				To: From:	0.20 MN 14-655			
704)	1.20	240	R			NA	NA	05/09/20
				To:	SR 20			
	0.50	240	R	From:	14-659	NA	NA	04/18/20
705)	0.50	240	K	. —		INA	INA	04/10/20
	0.65	40	R	From:	SR 20	NA	NA	04/03/20
705)				To:	Dead End		14/7	
				From:	US 15			
706	0.30	410	R			NA	NA	03/11/20
				To	14-610			
	<b>^</b> ==		_	From:	Dead End			
707)	0.50	10	R	To:	14-633	NA	NA	03/25/20
					14-033			

Decite	1 - 0	A 4 5 7	^-	47:		angham Mainten	uck		- 00	K	011	Dir	A A1A/DT	0147	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Buckingham County				From:		14-602									
(708)	0.28	40	R							NA			NA		03/25/2003
				To: From:		Dead End									
700	0.45	190	R	From:		US 15				NA			NA		03/28/2000
709	00			To		14-758		1							00/20/200
709	0.49	50	R	From:		14-736				NA			NA		03/05/2003
				To:		Dead End									
$\bigcirc$				From:		Dead End									
710	0.25	70	R	To:		14-675				NA			NA		03/25/2003
				From:		14-673									
711)	2.21	440	R	<u> </u>		14-032				NA			NA		03/10/200
				To-		14-628									
$\sim$				From:		14-600									
712	0.55	240	R	To:		14-792				NA			NA		03/10/2003
				From:		14-792		<u>_</u>							
713	0.05	60	R			14-693				NA			NA		04/11/2000
				To:		0.05 MN 14-69	15	1							
713)	1.37	40	R	From:		0.05 1411 11 05				NA			NA		04/01/2003
				To:		Dead End									
$\bigcirc$				From:		Dead End									
714)	0.60	80	R	To:		US 15				NA			NA		03/10/2003
				From:		US 15; 14-727	7								
715)	0.68	1300	F	97%	2%	1% 1%	0%	0%	С	0.101	F	0.611	1300	F	2003
				To:		US 15 NORTH									
				From:		Dead End									
716	0.40	60	R	To:		14.660				NA			NA		04/01/2003
				From:		14-660									
(717)	1.50	100	R			14-613				NA			NA		03/04/200
				To:		1.50 MN 14-61	3								
717)	1.10	220	R	From:		1.50 WIN 14-01				NA			NA		07/11/2000
				To: From:		14-610 SOUTI									
(747)	1.00	70	R	From:		14-610 NORTI	H			NA			NA		03/04/2003
717)	1.00	,,	• • • • • • • • • • • • • • • • • • • •	To:		Dead End				1471			147 (		00/04/2000
				From:		14-610									
718)	3.20	370	F	92%	2%	3% 0%	2%	0%	С	0.175	F	0.543	380	F	2003
				To:		US 15									
	0.60	110	R	From:		14-652				NA			NA		04/15/2003
719	0.00	110	K	To:		Dead End				INA			INA		04/15/200
				From:		Dead End		ĺ							
720	1.00	120	R							NA			NA		04/30/2003
				To: From:		1.00 MN Dead E	End								
720	0.10	190	R	~		ar				NA			NA		05/02/2000
				To:		SR 20									
(704)	3.10	30	R	From:		14-671				NA			NA		04/15/2003
721)	3.10	30	ĸ	To:		14-652				INA			INA		UT/ 10/2000
				From:		SR 20		 [							
722	0.05	140	R	_						NA			NA		05/02/2000
				To:		0.05 MN SR 2	0								

					Bucking nam Waintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT	QW Year
Buckingham County				From:	0.05 MN SR 20	ī			
722	1.65	90	R	<u> </u>	U.U.J IVIIN SIK ZU	NA		NA	04/15/200
(122)				To	14-622				
				From:	14-655				
723)	4.90	150	R			NA		NA	04/29/200
				To:	14-678				
	4.50	400	R	From:	14-609			NIA	00/00/200
725	1.58	180	ĸ			NA •		NA	09/08/200
	0.60	200	R	From:	1.58 ME 14-609	NA		NΙΛ	09/18/200
725)	0.60	280	ĸ	To:	14-608 NORTH	I NA		NA	09/16/200
				From:	14-608 SOUTH				
725	0.40	20	R			NA		NA	03/05/200
				To:	Dead End				
			_	From:	14-676				0.4100.1004
726	0.70	20	R	To	Dead End	NA I		NA	04/29/200
				From:		1			
707	1.00	400	R	r ioin.	US 15; 14-715	NA NA		NA	03/25/200
727)	1.00	400		To:	Dead End	]		IVA	03/23/200
				From:	14-610				
728	0.75	60	R		2.000	NA		NA	03/04/200
				To:	Dead End				
				From:	14-622				
729	0.60	30	R			NA		NA	04/15/200
				To: From:	14-610	}			
729	0.50	30	R			NA		NA	04/15/200
				To:	Dead End				
		_	_	From:	Dead End	]			00/07/00
730	0.30	8	R	To:	14-635	NA I		NA	03/05/200
				From:		ļ			
701)	0.01	160	R	From:	US 15	NA		NA	07/17/20
731)	0.01	100	K			INA		INA	07/17/200
	0.21	120	R	From:	0.01 ME US 15	NA		NA	04/23/200
731)	0.21	120	ĸ	_		INA		INA	04/23/200
$\bigcirc$	0.21	40		From:	14-786	NIA.		NΙΔ	04/22/200
731	0.31	40	R	To:	Dead End	NA I		NA	04/23/200
				From:	14-669	<u> </u>			
732	1.00	100	R		14-009	NA NA		NA	04/29/200
132)			••	To:	Dead End	1			020.20
				From:	Dead End				
733)	0.65	30	R			NA		NA	04/15/200
				To:	14-676				
Cumberland County									
	0.50		_	From:	24-610			A.1.4	00/04/00
734)	0.50	80	R	To	Cumbarland County Line	NA I		NA	03/04/200
				1	Cumberland County Line	<u> </u>			
Buckingham County				From:	Cumberland County Line				
734)	1.30	60	R	<u> </u>	Camberland County Line	NA NA		NA	03/04/200
				To:	Dead End				
				From:	Dead End				
(735)	1.00	40	R			NA		NA	04/01/200
$\bigcirc$				To:	14-659				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K I Factor	QK Dir Factor	AAWDT Q	W Year
Buckingham County				From:		1 40101	1 40101		
726	1.30	100	R	From:	Dead End	J NA		NA	09/19/2000
(736)	1.00			To:	US 60	]		101	00/10/2000
				From:	SR 56				
737)	2.18	80	R			NA		NA	04/04/2000
				From:	14-664	]			
(737)	2.70	70	R	To:	14-601	NA T		NA	04/01/2003
				From:	Dead End				
738	2.00	60	R		Dead End	NA NA		NA	04/01/200
(100)				To:	14-601				
				From:	Dead End				
739	0.60	100	R	To	14 (70	NA T		NA	04/01/200
				From:	14-678	1			
(740)	1.04	310	R	FIOIII.	14-655	NA NA		NA	04/04/200
740	1.01	0.0		To:	1.04 MW 14-655	<b></b>		101	0 110 112000
740	2.94	60	R	From:	1.04 WW 14-033	NA		NA	04/04/2000
(140)				To:	Dead End	1			
				From:	SR 56	]			
741)	1.00	50	R	. —		NA NA		NA	04/01/2003
				To:	14-604				
<u></u>	1.50	60	R	From:	US 60 WEST	_ NA		NA	03/04/200
742	1.50	00	IX.	To:	US 60 EAST; SR 56	]		INA	03/04/200
				From:	14-622	l			
743	3.10	260	R			NA		NA	03/11/2003
				To:	14-610				
	0.00			From:	14-699			NIA	00/04/000
744	0.30	90	R	To:	Dead End	NA T		NA	03/04/200
				From:	14-610				
745)	0.60	50	R	<u> </u>	11 010	NA NA		NA	03/25/200
				To:	Dead End	1			
$\bigcirc$				From:	Dead End	]			
(746)	0.90	60	R	To:	SR 24	NA T		NA	03/03/200
				From:	SR 20	1			
747)	0.76	30	R		SR 20	NA NA		NA	04/30/200
				To:	SR 20	1			
				From:	US 15				
748)	0.60	110	R			NA		NA	03/05/2003
				From:	14-761	<del>]</del>			
748)	0.15	7	R	To:	Dead End	NA T		NA	03/05/2003
				From:	14-648	<u> </u>			
749	0.83	120	R	<u> </u>	14-046	NA NA		NA	03/04/2003
				To:	Dead End	]			
				From:	US 15 SW				
750	0.45	190	R			NA		NA	04/30/2003
				To:	US 15 NE	<u> </u>			
	0.40	9	R	From:	Dead End	NA.		NA	04/01/2003
751)	0.40	9	r(	To:	14-602	NA T		INA	0-1/01/2003

					Buckingham Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT (	QW Year
Buckingham County				From:	Dead End	i			
752	0.35	30	R	<u> </u>	Dead End	NA		NA	03/05/2003
				To-	14-608				
$\bigcirc$		_		From:	Dead End				
753	0.55	9	R	To:	14-691	NA I		NA	03/03/2003
				From:	Dead End				
754)	1.30	80	R	<u>                                     </u>	Dead End	NA NA		NA	03/25/2003
				To:	14-600				
				From:	14-666				
755)	0.95	120	R	т	D 15 1	NA I		NA	03/11/2003
				To: From:	Dead End				
750	0.65	70	R	From:	Dead End	NA NA		NA	03/25/2003
(756)	0.00	70		To:	US 15	]		IVA	00/20/2000
				From:	14-649				
(757)	0.35	20	R		2100	NA		NA	03/25/2003
				To:	Dead End				
$\sim$				From:	Dead End				
758	0.25	40	R	To:	14.500	NA I		NA	03/05/2003
					14-709				
	0.40	150	R	From:	Dead End	NA NA		NA	03/04/2003
759	0.40	130	IX	То:	14-670			INA	03/04/2000
				From:	Dead End				
760	1.00	70	R	<u> </u>		NA		NA	04/29/2003
				To:	14-668				
				From:	Dead End				
(761)	0.20	40	R	To:	11.510	NA I		NA	03/05/2003
				From:	14-748				
700	0.10	80	R	From:	SR 20	NA NA		NA	05/02/2000
762	0.10	00	1	To:	0.10.165.60.20	1		IVA	03/02/2000
762)	0.65	130	R	From:	0.10 ME SR 20	NA		NA	04/30/2003
(762)	0.00	.00		То:	Dead End	]			0 1/00/2000
				From:	14-651				
(763)	1.20	60	R			NA		NA	04/15/2003
				To:	Dead End				
$\bigcirc$				From:	Dead End				
(764)	0.30	80	R	To	14-682	NA I		NA	04/23/2003
				From:					
(765)	0.50	30	R	110.11.	Dead End	NA		NA	03/03/2003
(703)	0.00		•••	To:	SR 24	1			00,00,200
				From:	Dead End				
766)	0.27	50	R			NA		NA	03/04/2003
				To: From:	0.27 MN Dead End	}			
(766)	0.14	70	R			NA		NA	05/23/2000
				То:	US 60	<u></u> _			
$\bigcirc$			_	From:	Dead End				00/00/00
767)	0.45	20	R	To:	US 60	NA I		NA	03/03/2003
-				From:		<u> </u>			
768)	1.30	50	R	. 10111.	14-640	NA NA		NA	03/25/2003
(100)	1.00	-	• • • • • • • • • • • • • • • • • • • •	To:	Dead End			14/1	30/20/2000
				•					

					Buckingham Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		QK Dir Factor	AAWDT QW	/ Year
Buckingham County				From:	US 15				
769	0.80	46	R		00 13	NA		NA	03/05/2003
				To:	Dead End				
$\bigcirc$				From:	Dead End				
770	0.27	60	R	To:	14-670	NA		NA	03/04/2003
				From:	14-6/0				
771)	0.35	110	R		14-010	NA		NA	03/04/2003
	0.00			To:	Dead End				00/0 // 2000
				From:	Dead End				
772	0.40	45	R	_		NA		NA	05/17/2004
				To:	SR 24				
	0.25	80	R	From:	Dead End	NIA		NIA	02/04/2001
773	0.25	80	ĸ	To:	US 60	NA		NA	03/04/2003
				From:	14-633				
(774)	0.70	20	R	<u> </u>	14*055	NA		NA	03/25/2003
				To:	Dead End				
				From:	Dead End				
775)	1.00	40	R			NA		NA	03/25/2003
				To:	US 15; 14-621				
$\bigcirc$	0.05	00	_	From:	14-718	NIA		NIA	00/05/0000
776	0.35	20	R	To:	Dead End	NA		NA	03/25/2003
				From:	14-698				
777	0.20	10	R		14-096	NA		NA	04/01/2003
				To	Dead End				
				From:	14-650				
778	1.20	70	R			NA		NA	03/10/2003
				To:	Dead End				
				From:	14-633				00/0=/000
779	0.23	20	R	To:	Dead End	NA		NA	03/25/2003
				From:	Dead End				
(780)	0.20	40	R		Dead End	NA		NA	03/03/2003
(700)				To:	14-638				
				From:	US 15				
(781)	0.35	50	R			NA		NA	03/25/2003
				To:	Dead End				
$\bigcirc$				From:	Dead End				00/04/0000
782	0.55	30	R	To:	14-610	NA		NA	03/04/2003
				From:	SR 20				
783	0.20	70	R		SR 20	NA		NA	04/30/2003
(765)				To:	Dead End				
				From:	14-679				
784)	0.70	80	R			NA		NA	04/15/2003
				To:	Dead End				
$\bigcirc$		446	_	From:	14-723			A14	04/45/2025
785)	0.30	110	R	To:	Dead End	NA		NA	04/15/2003
				From:					
796	0.15	80	R		14-731	NA		NA	04/23/2003
786				To:	0 15 100 14 721				
796	0.06	70	R	From:	0.15 MN 14-731	NA		NA	04/23/2003
786				To:	Dead End				

					Buckingha	m Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus 2Ax	Trude	ck 1Trail :	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14-617									
(787)	0.90	140	R	<u> </u>		14-017				NA			NA		04/23/2003
				To:		Dead End									
$\bigcirc$			_	From:		US 15									
788	0.30	200	R	To:		Dead End				NA			NA		03/10/2003
				From:		Dead End									
789	0.25	20	R	<u> </u>		Dead Elid				NA			NA		03/03/2003
(703)				To:		14-636									
				From:		Dead End									
790	0.40	40	R			44.600				NA			NA		03/03/2003
				To:		14-638									
	0.77	40	R	From:		Dead End				NA			NA		03/03/2003
791)	0.11	40	K	To:		14-612		1		INA			INA		03/03/2003
				From:		14-712									
(792)	0.82	200	R	<u> </u>		11,12				NA			NA		03/10/2003
				To:		14-623									
				From:		14-602									
793	0.30	60	R	To:		D IF I				NA			NA		04/01/2003
				From:		Dead End									
(704)	0.15	90	R	FIOIII.		Dead End				NA			NA		04/29/2003
794)	0.10	•	••	To:		14-622							147		0 1/20/2000
				From:		Dead End									
795)	0.36	30	R							NA			NA		03/04/2003
				To:		14-649									
$\bigcirc$			_	From:	U	JS 15 SOUTH									00/04/0000
796	0.22	140	R							NA			NA		03/04/2003
	0.40	400		From:	20/ 00	14-703	40/	-00/		0.450		0.75	400		2000
796	0.10	130	F	95% To:	2% 2%	6 0% US 15 NORTH	1%	0%	С	0.158	F	0.75	130	F	2003
				From:		Dead End									
(797)	0.20	230	R	<u> </u>		Dead Elid				NA			NA		04/29/2003
				To:		14-631									
				From:	Ţ	US 60 WEST									
(798)	0.08	120	R	_						NA			NA		04/30/2003
				To:	US	60 EAST; US1	5								
	0.25	110	R	From:		14-665				NA			NA		03/04/2003
799	0.25	110	K	To		Dead End				INA			INA		03/04/2003
				From:		14-638									
800	0.35	30	R	<u> </u>						NA			NA		03/03/2003
				To:		Dead End									
				From:		US 15									
801)	0.09	20	R	To:		D IF I				NA			NA		03/25/2003
				From:		Dead End									
804)	0.33	NA		riom:		Cul-de-Sac				NA			NA		
004)				To:		14-669									
				From:		Dead End									
805)	0.20	47	R							NA			NA		03/25/2003
				To:		US 15									
			_	From:		US 15			N/A						00/05/55
810	0.27	70	R	To		Dead End		1		NA			NA		03/25/2003
				1		Dead End									

<u></u>					Buck	ungnam	Mainten	ance Are	<u>a</u>							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		C	ul-de-Sac		1							
(811)	1.35	130	R				ui-de-Sac				NA			NA		03/25/2003
				To-			US 15									
$\bigcirc$	0.00	<b>CO</b>		From:		Ε	ead End				NIA			NIA		00/05/0000
813)	0.26	60	R	To:			US 15			ĺ	NA			NA		09/05/2000
				From:			14-697									
815	1.60	160	R							I	NA			NA		03/03/2003
				To:			SR 24									
819	2.10	70	R	From:		C	ul-de-Sac				NA			NA		04/01/2003
(619)	2.10		• • • • • • • • • • • • • • • • • • • •	To:			14-602				10.					0 110 112000
				From:		Γ	Dead End									
820	0.33	50	R	. —						1	NA			NA		03/25/2003
				To: From:			14-640									
(940)	0.37	120	R	From:		L	ead End				NA			NA		03/25/2003
840	0.01	.20	• • • • • • • • • • • • • • • • • • • •	To:			US 15				10.					00/20/2000
				From:		Ε	ead End									
841)	0.23	30	R						ı	i	NA			NA		03/25/2003
				To: From:			14-840									
(1001)	0.80	350	R	FIOIII.		L	Dead End		J		NA			NA		04/29/2003
(1001)	0.00			To:		SC	L Dillwyn									0 11 201 2000
Town of Dillwyn																
	0.07	540	R	From:		SC	L Dillwyn				NA			NA		04/29/2003
(1001)	0.07	540	ĸ							Ī	NA			NA		04/29/2003
(1001)	0.14	570	R	From:		0.07 1	MN OF SC	L			NA			NA		04/29/2003
(1001)	0.11	0.0	• • • • • • • • • • • • • • • • • • • •	To			14-1002		1		10.					0 1/20/2000
1001)	0.10	170	F	93%	1%	1%	2%	2%	0%	F	0.105	F	0.539	180	F	2003
				To: From:			14-1008									
1001	0.26	240	F	93%	1%	1%	2%	2%	0%	С	0.149	F	0.514	250	F	2003
				To: From:			14-1005									
(1001)	0.08	410	F	93%	1%	1%	2%	2%	0%	F	0.111	F	0.5	420	F	2003
				To: From:			US 15									
(1002)	0.17	330	R	From:			14-1001				NA			NA		04/29/2003
(1002)	• • • • • • • • • • • • • • • • • • • •			To:			14-1003									0 11/20/2000
Buckingham County																
	0.40	770	F	93%	1%	SR 1%	20; US 15 1%	4%	0%	C	0.110	F	0.5	780	F	2003
(1003)	0.40	770	г	93 % To:	170		L Dillwyn		0%		0.110	г	0.5	700	Г	2003
Town of Dillwyn																
				From:			DILLWY			_						
(1003)	0.24	780	F	93%	1%	1%	1%	4%	0%	F	0.118	F	0.540	800	F	2003
	0.00	EEA		From:	10/		14-1002	10/	00/		0.404		0.510	EGO		2002
1003	0.09	550	F	93%	1%	1%	1%	4%	0%	F	0.121	F	0.510	560	F	2003
(1003)	0.30	440	F	From: 93%	1%	1%	14-1008 1%	4%	0%	F	0.125	F	0.653	450	F	2003
(1003)	0.50	<del>-1-1</del> 0		93 /6 To:	1 /0		15 EAST	-T /U	3 /0	' '	0.120		U.000	<del></del>		2000
				From:			14-1001									
1004	0.07	260	R	_						1	NA			NA		04/29/2003
				To:			14-1007									

Route	Length	AADT	QA	4Tire	Bus	QC K Factor	QK Dir Factor	AAWDT QW	Year
Town of Dillwvn				From:	Dead End				
(1005)	0.07	40	R	<u> </u>	Dead Elid	NA		NA	04/29/200
<u> </u>				To: From:	14-1007				
(1005)	0.07	80	R	To	14-1001	NA		NA	04/29/200
				From:	Dead End				
1006	0.07	60	R	<u> </u>		NA		NA	04/29/200
	0.07	80	R	To: From:	14-1007	NA		NA	04/29/200
1006	0.07		1	To	14-1001	INA		INA	04/29/200
1006)	0.10	110	R	From:	14-1001	NA		NA	04/29/200
				To:	14-1003				
(1007)	0.06	90	R	From:	14-1006	NA		NA	04/29/200
(1007)	0.00			To:	14-1005				0 1/20/200
1007	0.07	170	R	From:	14-1003	NA		NA	04/29/200
				To: From:	14-1004				
1007	0.05	470	R	To:	US 15	NA		NA	04/29/200
				From:	14-1001				
1008)	0.13	200	R		1.1001	NA		NA	04/29/200
				To	14-1003				
	0.38	160	R	From:	SCL Dillwyn	NA		NA	04/29/200
(1009)	0.36	100	ĸ	To:	14-1003	INA		INA	04/29/200
Buckingham County									
	0.05	810	R	From:	US 15 W; NCL Dillwyn	NA		NA	04/30/200
(1010)	0.03	010	K	To:	14 1017	INA		INA	04/30/200
(1010)	0.05	490	R	From:	14-1017	NA		NA	04/30/200
				To:	14-1014; NCL Dillwyn				
Town of Dillwyn				From:	14-1014; NCL Dillwyn				
(1010)	0.19	380	R		14-1014, NCL Dillwyll	NA		NA	04/30/200
				To:	US 15 EAST				
$\bigcirc$			_	From:	Dead End				0.4.00.400.4
(1011)	0.07	47	R	_		NA		NA	04/29/200
(1011)	0.05	120	R	From:	14-1012	NA		NA	04/29/200
(1011)	0.00	120		To:	US 15	IVA		IVA	04/25/200
				From:	Dead End				
1012	0.04	130	R			NA		NA	04/29/200
^	0.00	420		From:	14-1011	NIA		NIA	04/00/000
(1012)	0.06	130	R	To:	14-629	NA		NA	04/29/200
				From:	Dead End				
1013)	0.10	20	R			NA		NA	04/29/200
				To:	14-629				
Buckingham County				From:	14-1010; NCL Dillwyn				
(1014)	0.10	30	R	<u> </u>		NA		NA	04/30/200
<u> </u>				To:	Dead End				
Town of Dillwyn				From:	Dead End				
(1015)	0.07	3	R			NA		NA	09/12/200
				To-	0.07 MN Dead End				

-					DUCKII	ignain	viali ilei i	ande All	- Cu							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	QW	Year
Town of Dillwyn	· ·					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
TOWN OF DIRWYN				From:		0.07 M	N Dead E	nd								
(1015)	0.05	10	R								NA			NA		09/12/2000
				To: From:		1	4-1018									
(1015)	0.10	2300	R								NA			NA		09/12/2000
				To			US 15									
				From:		D	ead End									
(1016)	0.06	6	R								NA			NA		04/29/2003
				To:		1	4-1002									
Buckingham County				From:		1	4-1010									
(1017)	1.20	930	R	<u></u>		1	4-1010				NA			NA		04/30/200
(1017)				To:		D	ead End									
Town of Dillwyn									•							
				From:		D	ead End									
(1018)	0.08	610	R	_							NA			NA		04/30/200
				To:		1	4-1015									
Buckingham County				From:	т	Dualainah	am Primar	v Coh								
(0002)	0.12	300	R			Duckingii	am Pilmai	y Scii			NA			NA		03/04/2003
9062	***-			To:			14-690									
				From:		Buckingh	am Count	v HS								
9063)	0.18	190	R						_		NA			NA		03/04/200
				To			14-690									
				From:		Buckingl	nam Art Ce	enter								
(9064)	0.05	100	R								NA			NA		05/07/2003
				To:			US 60									
	2.42			From:		Gold H	ill Elem S	ch								0.4.00.100.0
9066	0.12	270	R	To:		,	HG 15				NA			NA		04/30/2003
							US 15									
	0.10	310	R	From:		Dillwyr	Primary S	Sch			NA			NA		04/30/2003
9575)	0.10	310	K	To:		,	US 15				INA			INA		04/30/200
				From:			ngham Jr H	IC	<u> </u>							
(9576)	0.15	290	R			DUCKII	ignani Ji F	IJ			NA			NA		04/30/2003
3373				To:			SR 20									
$\bigcirc$				From:		Dillwyn	Elem Sch	iool								
(9576)	0.09	270	R				an 40				NA			NA		04/30/2003
				To:			SR 20									